



Sunnen Station

This station profile describes existing conditions around the Sunnen MetroLink Station. This is one of a set of profiles for each of the MetroLink System’s 37 light rail stations. These profiles present demographic and employment data from within a half-mile of the station, and describe the land uses and building types within a quarter-mile of the station. They also identify Metro-owned parcels that may offer opportunity to encourage new development around the station; other vacant and underutilized sites that may offer opportunity for infill development; and the physical, policy, and zoning barriers to TOD that currently exist. These profiles serve as a basis for conversation and planning with the community, elected officials, developers, financial institutions, and other stakeholders.

The Sunnen Station serves an inner-ring suburban community with a very mixed development pattern. The area immediately surrounding the station is developed with a planned development, the Sunnen Business Park, which contains several large office buildings. The remainder of the quarter-mile area around the MetroLink Station is split almost evenly between one- and two-story commercial and industrial uses with large footprints, and one- and two-story single-family homes. There also are a limited number of two- and three-story garden apartment buildings along Laclede Station Road, north of the Burlington Northern railroad. Hanley Road and Big Bend Boulevard serve as major north-south thoroughfares for the station area, while Manchester Road carries traffic east-west just north of the quarter-mile station area.

The quarter-mile station area covers 230 lots on 18 blocks, with a total assessed value of \$20,829,950.

Regional Accessibility by Transit

From the Sunnen Station, MetroBus does not provide direct access to nearby attractions. However, MetroLink offers easy access and a range of connections to housing, shopping, jobs and other high demand destinations:

- **MetroLink (BLUE LINE)**
 - Clayton (5 minutes)
 - Central West End (15 minutes)
 - Downtown (30 minutes)

As can be seen in Table 1 below, average boardings for the Sunnen Station are significantly lower – less than one quarter lower – than the average boardings in Missouri and the entire system.

*Table 1: Average MetroLink Boardings Estimates**

	Total Monthly Boardings	Average Daily Boardings	
		Weekday	Weekend
METROLINK STATION AVERAGE	36,500	1,360	830
MISSOURI STATION AVERAGE	42,000	1,560	960
SUNNEN METROLINK STATION	5,700	220	120

**Metro Fiscal Year July 2010 - June 2011*

Demographics, Housing, and Employment

As shown in Table 2 below, the residential population appears to consist mostly of family units, with 60% of the population between the ages of 25 and 64, and almost a quarter under 17. Nearly one-half of residents have graduated from high school, and another third have a college degree. Over half of the households make less than \$50,000 per year, and 11% of residents live below the federal poverty line.

Table 2: Demographics

Population		Population		Income		
Acres	479.9	Age		Persons in poverty	11.2%	
Population	3,219	0-17	22.1%	Household income		
Density (persons/acre)	6.7	18-24	11.3%		\$0-9,999	10.5%
Sex		25-34	19.6%	\$10,000-14,999	4.3%	
		35-64	40.6%	\$15,000-24,999	14.6%	
Male	46.3%	65+	6.4%	\$25,000-49,999	25.5%	
Female	53.7%			\$50,000-74,999	15.2%	
		Education*		\$75,000-99,999	17.5%	
		No diploma	5.1%	\$100,000+	12.4%	
		High school	44.9%	Household size		
		College degree	33.0%		1	43.0%
		Graduate degree			2	27.3%
					3	17.6%
				4	6.8%	
				5+	5.2%	

Source: 2005-2009 American Community Survey, US Census Bureau

*Education statistics apply to persons age 25 or older.

As shown in Table 3 below, the half-mile station area has an average residential density of 3.7 housing units per acre. Half of the housing stock was built between the 1940s and 1990s, while the other half was built before World War II. Fifty-six percent of the occupied housing stock is owner-occupied, and the overall vacancy rate is 14%. This housing stock is somewhat affordable, with almost two-thirds of the owner-occupied units being valued less than \$200,000 and over two-thirds of rental units priced below \$500 per month. It is also a somewhat transit-supportive neighborhood, where one-sixth of households don't own a car, 8.5% use transit for their daily commute, and 6.1% carpool to work.

Table 3: Housing and Transportation

Housing			Housing			Transportation	
Housing Units			Owner-occupied housing values			Vehicle Availability	
Total units	1,799		< \$100,000	125	14.4%	Zero-vehicle households	17.3%
Density (DUs/acre)	3.74		\$100,000-199,999	420	48.4%	Owner-occupied	7.1%
Occupied	1,543	85.8%	\$200,000-299,999	234	27.0%	Renter-occupied	30.4%
Owner-occupied	868	56.3%	\$300,000-499,999	89	10.3%	Workers*	1,905
Renter-occupied	675	43.7%	\$500,000+	0	0.0%		
Vacant	256	14.2%	Rental prices			Means of commute*	
Housing Age			No cash rent	36	5.3%	Drives alone (SOV)	77.5%
Pre-1940s	895	49.7%	\$0-100	43	6.7%	Carpool	6.1%
1940s-1990s	883	49.1%	\$100-499	407	63.7%	Transit	8.5%
2000s	21	1.2%	\$500-749	53	8.3%	Motorcycle	0.0%
			\$750-999	128	20.0%	Walk	0.0%
			\$1000-1499	8	1.3%	Other	0.8%
			\$1500+	0	0%	Work at Home	7.0%

Source: 2005-2009 American Community Survey, US Census Bureau

*"Workers" refers to persons age 16 or over who self-identified as being employed.

Table 4 provides data on employment within the station area. Within a half-mile of the Sunnen MetroLink Station there are 254 firms and agencies employing 3,851 people. The vast majority of these jobs fall into manufacturing. Other sectors providing a considerable number of jobs include retail trade, construction, and professional, scientific, and technical services.

Table 4: Employment, Half-Mile Radius

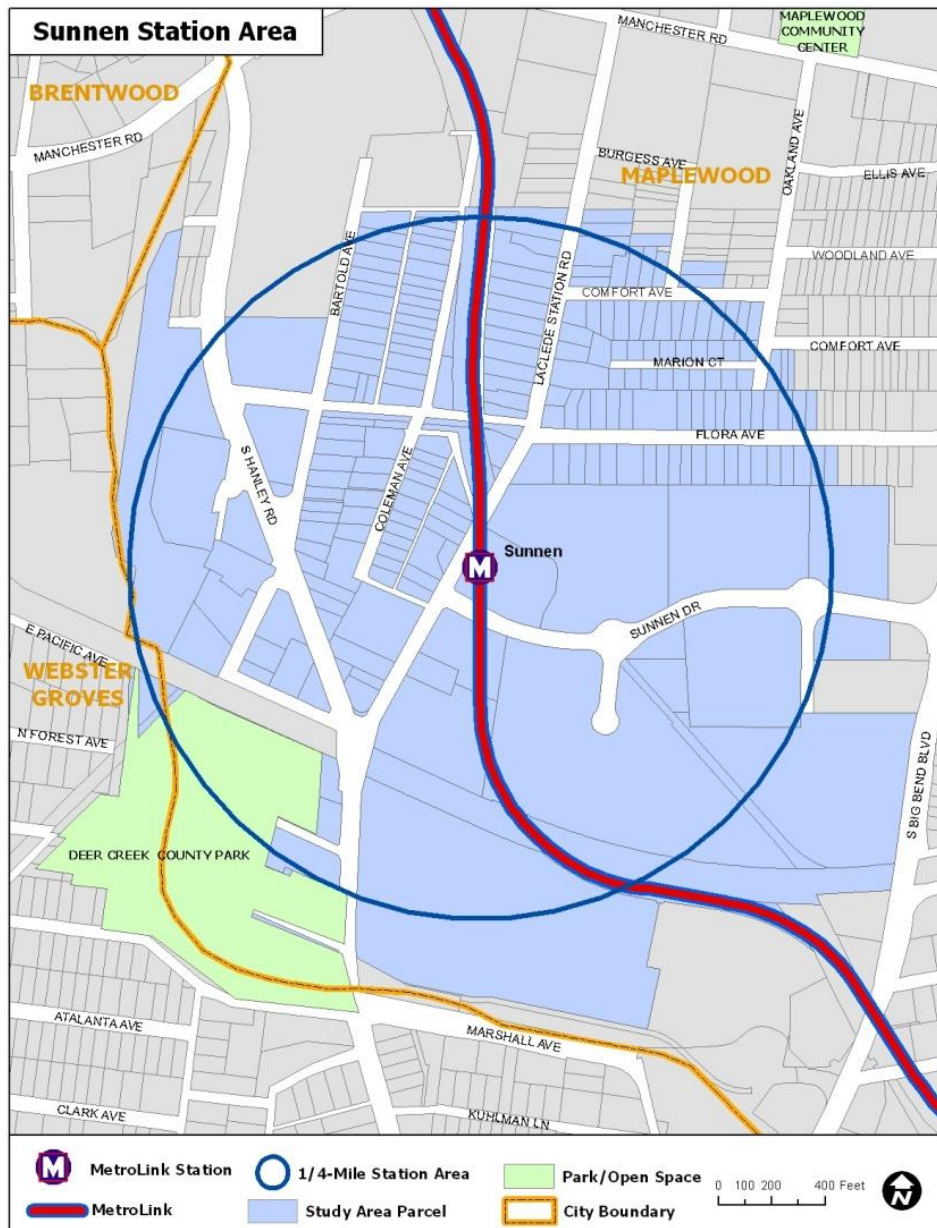
NAICS	Industry	Firms	Jobs	NAICS	Industry	Firms	Jobs
11	Agriculture, Forestry, Fishing & Hunting	1	3	54	Professional, Scientific, Technical Services	18	481
23	Construction	35	405	56	Administrative & Support, Waste Management & Remediation Services	10	58
31-32-33	Manufacturing	26	1,205	61	Educational Services	2	41
42	Wholesale Trade	21	360	62	Health Care & Social Assistance	10	46
44-45	Retail Trade	39	436	71	Arts, Entertainment, and Recreation	2	3
48	Transportation & Warehousing	1	4	72	Accommodation and Food Services	13	195
51	Information	2	14	81	Other Services	22	196
52	Finance & Insurance	3	9	92	Public Administration	13	290
53	Real Estate, and Rental & Leasing	33	96	99	Unclassified	3	9
Total:						254	3,851

Source: ReferenceUSA as accessed via the St. Louis City Library Database

Neighborhood Context: Summary

The Sunnen Station is located near the intersection of two major regional corridors, Hanley Road and Laclede Station Road. It is also in close proximity to Manchester Road and Big Bend Boulevard, and the Burlington Northern Railroad runs east-west through the quarter-mile station area. The Sunnen Station serves an inner-ring suburban community with a very mixed development pattern. The area immediately surrounding the station contains the Sunnen Business Park, a planned unit development of several large office buildings. The remainder of the quarter-mile area around the MetroLink Station is split almost evenly between one- and two-story commercial and industrial uses with large footprints, and one- and two-story single-family homes. There also are a limited number of two- and three-story garden apartment buildings along Laclede Station Road, north of the Burlington Northern railroad. Hanley Road and Big Bend Boulevard serve as major north-south thoroughfares for the station area, while Manchester Road carries traffic east-west just north of the quarter-mile station area.

The map on this page illustrates the general station location and quarter-mile station area. The map on the following page provides a more detailed description of existing land uses and prevailing development patterns within that quarter-mile area.



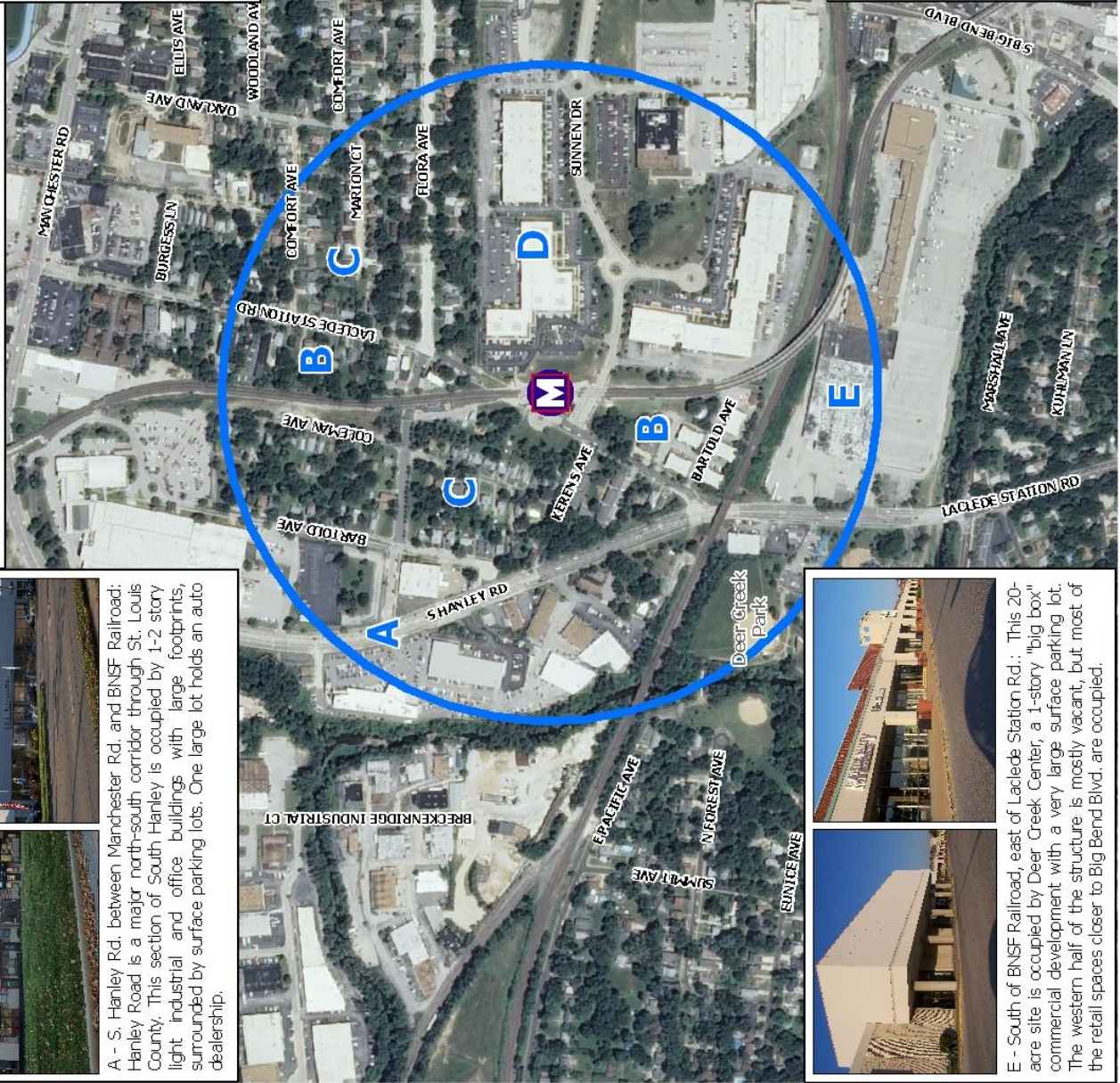
Sunnen Station: Neighborhood Context



A - S. Hanley Rd. between Manchester Rd. and BNSF Railroad: Hanley Road is a major north-south corridor through St. Louis County. This section of South Hanley is occupied by 1-2 story light industrial and office buildings with large footprints, surrounded by surface parking lots. One large lot holds an auto dealership.



B - Laclede Station Rd. between Manchester Rd. and BNSF Railroad: This portion of the station area has a mixed context. The lots closest to Manchester, just outside the station area, host large, 1-story industrial uses. The rest of these blocks are primarily developed with 2-3 story apartment buildings and surface parking lots, though there are also 1-2 story, single-family homes.



C - Remainder of station area: These two portions of the station area contain residential blocks developed with 1-2 story, single-family detached homes. Most provide parking in driveways or garages in rear yards.

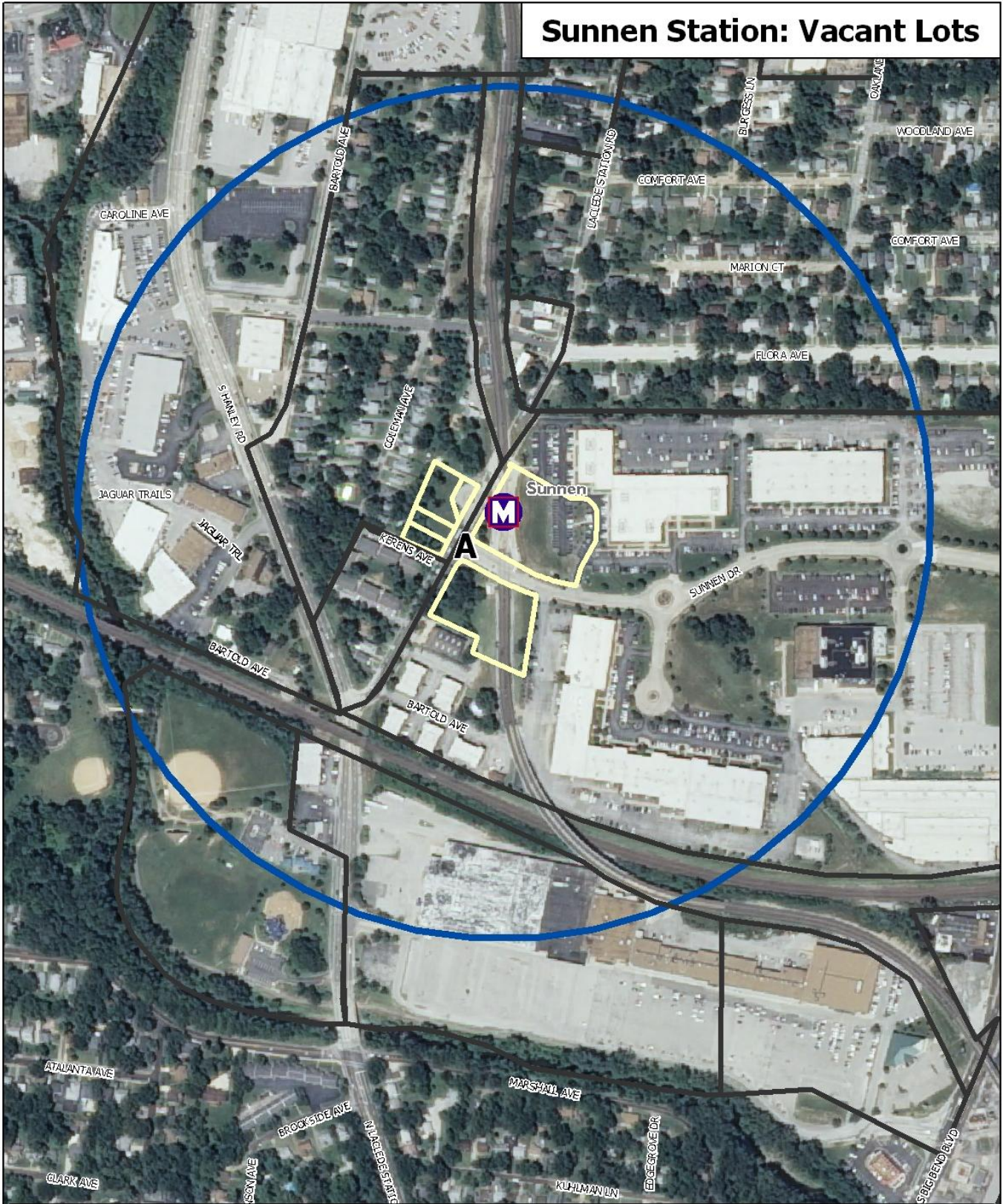


D - Sunnen Dr. between Sunnen Station and Big Bend Blvd.: A substantial amount of land in the station area is occupied by the Sunnen Business Park. Buildings are 2-story offices and industrial uses with large footprints, surrounded by surface parking lots.



E - South of BNSF Railroad, east of Laclede Station Rd.: This 20-acre site is occupied by Deer Creek Center, a 1-story "big box" commercial development with a very large surface parking lot. The western half of the structure is mostly vacant, but most of the retail spaces closer to Big Bend Blvd. are occupied.

Sunnen Station: Vacant Lots



Area	Area Description	Ownership	Zoning	# Lots	Acres	Assessed Value
A	Lots Surrounding MetroLink Station	Multiple	PUD: Planned Unit Development; SF: Single Family Residential	6	4.3	\$133,580

○ 1/4-Mile Station Area
 □ Vacant Lot
 □ Metro-Owned Lot

0 50 100 200 Feet ⬆️

Zoning, Land Use Policies, and Community Plans

The map and table on the following pages illustrate and explain current zoning regulations within a quarter-mile of the Sunnen Station. The station area is completely within the City of Maplewood, and lots are covered by one of the following zoning districts:

- SR: Single-Family Residential
- MR: Medium-Density Residential
- PA: Public Activity
- AB: Arterial Business
- PUD: Planned Development District
- LM: Light Manufacturing

Potential Development Opportunities and Issues

Availability of land: Metro does not own any property around the Sunnen Station in excess of the train platform, rail line, and pedestrian circulation space, but there are a few larger vacant parcels directly adjacent to the MetroLink Station that may offer some potential for new or infill development. There are six relatively large lots around the station, totaling 4.3 acres.

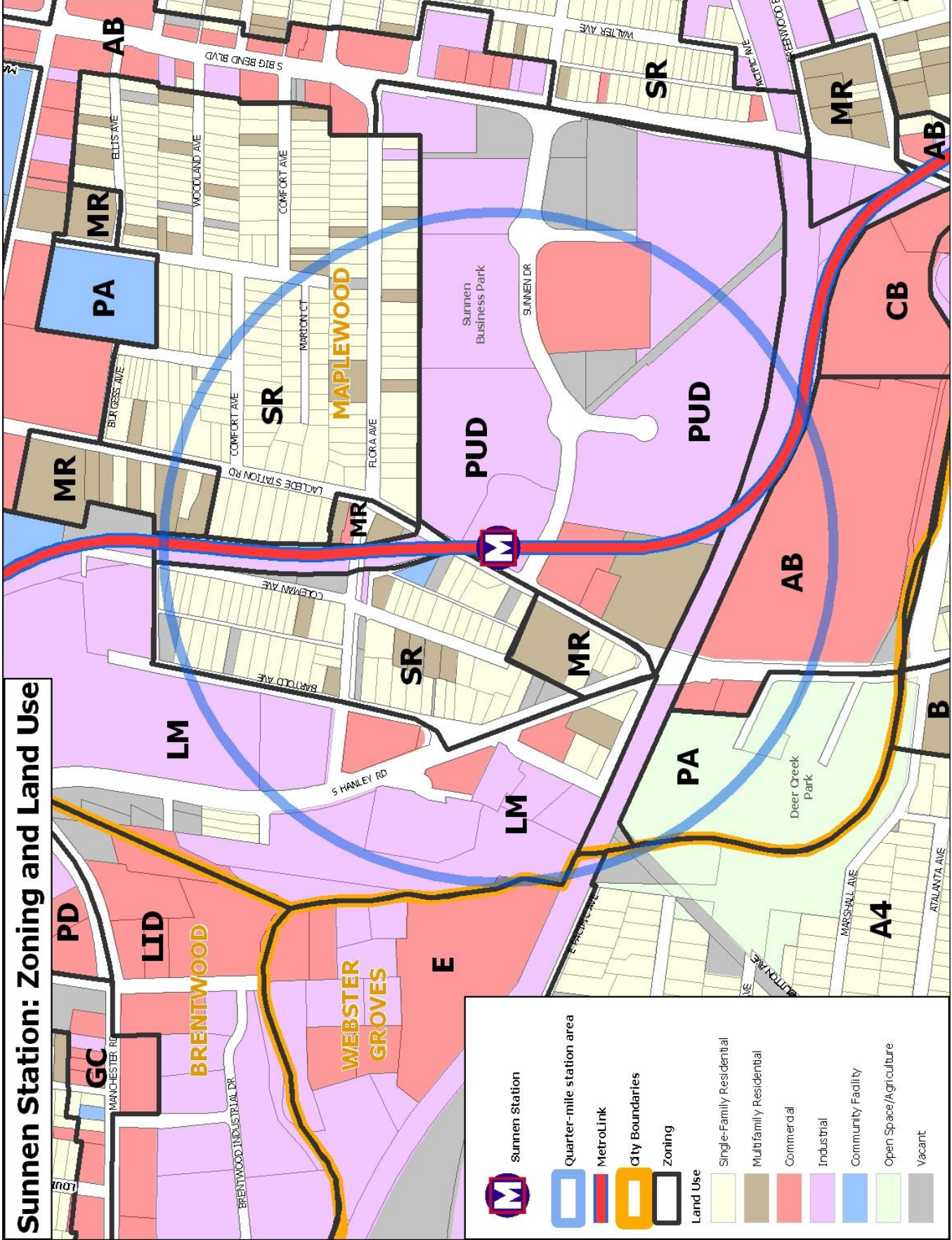
Zoning: Certain aspects of the existing zoning regulations may support new higher-density and transit-oriented development:

- The Sunnen Business Park, between Big Bend Boulevard and Laclede Station Road south of Flora Avenue, is within a PUD District, which **allows residential and mixed-use buildings as well as the existing planned commercial development**. If the Sunnen Business Park site presents any excess capacity for development, it may support transit-oriented development.
- Many of the existing zoning districts establish **liberal building envelopes**. The PUD, AB, and LM Districts do not impose a building height limit; however, residential development and mixed-use buildings are only allowed in the PUD District, where residential density is determined by underlying zoning. Developments in AB and LM Districts are limited to a Floor Area Ratio (F.A.R.) of 1.0 – 1.5, which will generally result in 1-2 story commercial buildings covering a large portion of the lot. The MR Districts along Laclede Station Road allow apartment buildings up to three stories, but new buildings can reach up to 12 stories with formal site plan review and approval. However, new buildings are limited to an F.A.R. of 0.5 – 0.75, which means taller buildings would require significantly larger lots. Currently, all lots within the MR Districts are occupied by 2-3 story garden apartments.

However, other aspects of existing zoning regulations around the Sunnen Station may prove more problematic for new and infill TOD:

- **Limited potential for mixed-use development:** Most of the station area is limited to either low-density residential uses or commercial strip-mall developments.
 - Much of the northern portion of the station area is zoned SR, which allows only single-family detached homes and limited community facilities.
 - A few blocks along Laclede Station Road are zoned MR, which allows apartment buildings up to three stories (12 stories with site plan approval). It does not allow commercial or industrial uses.
 - South Hanley Road is mostly zoned LM and AB, which allow a wide range of office, industrial, and retail uses, but no residential uses.

- **Minimum lot and yard sizes:** Single-family homes in the SR District require a minimum lot size of 6,000 sq.ft., a minimum width of 50', and 25' front yards. Apartments in the MR District require 20,000 sq.ft. lots, 100'-wide lots, and 10'-25' front yards. Commercial, office, and industrial uses require 12,500 sq.ft. lots with 60' – 150' frontages and front yards ranging from 15' to 35', depending on use and the provision of front-yard parking. These lot size requirements may inhibit a form of compact, suburban TOD and pedestrian-oriented mixed-use districts.
- **Minimum parking requirements:** Residential uses require one-and-a-half to two parking spaces per dwelling unit. Retail uses require one parking space for every 200 sq.ft. of floor area, and offices one space for every 300 sq.ft. These minimum parking thresholds may not reflect the neighborhood's proximity to a rail station, and may occupy lot or floor area that could be dedicated to more active, remunerative uses.



Sunnen Station: Zoning and Land Use

Sunnen Station

Quarter-mile station area

MetroLink

City Boundaries

Zoning

Land Use

- Single-Family Residential
- Multi-family Residential
- Commercial
- Industrial
- Community Facility
- Open Space/Agriculture
- Vacant

Table 5: Sunnen Station: Existing Zoning Regulations

District Type	SR	MR	PA	AB	PUD	LM
	Single-Family Residential	Medium-Density Residential	Public Activity	Arterial Business	Planned Unit Development District	Light Manufacturing
Uses Permitted	1-family detached homes	1-family rowhouses (require site plan review); apartments; convents	Parks; public buildings; private recreational facilities; cemeteries; churches; schools	A range of retail, services, and offices; AB District specifically focuses on car-centered businesses	As per approved development plan; may utilize any of the uses allowed in SR, LR, MR, P-RO, AB, CB, NB, or LM Districts	Light industrial; warehousing; wholesale; offices; some retail; public utilities/services; public parking; hotels; schools
By Special Permit	Day care; convents; utility substations; group homes	1-family detached homes; nursing homes; public parking; police/fire stations; utility substations; group homes; private schools	Hospitals; public utilities; day care; communication towers	Gas stations, auto repair, and carwashes; drive-thru restaurants; health care delivery; utility substations	Same as above	Retail similar to that allowed; drive-thrus; gas stations, auto repair, and carwashes; indoor entertainment > 10,000 sq.ft.; utility substations
Minimum Lot Area	6,000 sq.ft.	Rowhouses = 1,800 sq.ft.; apartments = 20,000 sq.ft.	N/A	12,500 sq.ft.	Residential = 15,000 sq.ft.; commercial = 1 acre	12,500 sq.ft.
Minimum Lot Width	50'	Rowhouses = 15'; other = 100'	N/A	60'; some uses = 150'	None	60'
Minimum Lot Depth	50'	N/A	N/A	150'	None	150'
Maximum Building Height	As per prevailing development pattern	3 stories	35'	No limit	None; buildings > 50' must provide transitional yards	No limit
Maximum F.A.R.	N/A	0.5	N/A	1.5	None; maximum residential density determined by underlying residential district	1.0
Minimum Front Yard	25'	Ranges from 10' - 25'	15' from right-of-way	20', or 35' for front-yard parking.	As per site plan	15', or 35' for front-yard parking.
Minimum Side Yard	Two required; 15' total, 5' min	Ranges from 10' - 25'	None required; transitional yards adjacent to res use	None required; 5' if provided	None required; if provided, 10' for commercial, 5' residential	None required; 10' if provided
Minimum Rear Yard	30'	Ranges from 10' - 25'	None required; transitional yards adjacent to res use	None required; 5' if provided	None required; if provided, 10' for commercial, 5' residential	None required; 10' if provided
Maximum Lot Coverage	As per prevailing development pattern	N/A	N/A	None	50% for commercial uses	50%
Parking Spaces	2 per DU	1.5 per DU, except 2 per DU for 3+ bedrooms	Depends on use	Retail = 1 per 200 sq.ft.; Offices = 1 per 300 sq.ft.	As per approved development plan; otherwise, as per use	As per AB, plus manufacturing & warehousing = 1/1,000 sq.ft. or 1/2 employs
Miscellaneous	MR Districts allow apartment buildings up to 12 stories and 0.75 FAR with site plan review. FAR bonuses are also allowed for the provision of balconies and patios. MR requires a minimum distance of 75' between elevator apartment buildings and minimum 600 sq.ft. per DU.					

*DU = Dwelling Unit. Generally one single-family home or apartment unit.